

MARISCAL, NOTED MEXICAN DRIVER, TO RACE IN RIVERSIDE INAUGURAL

See Page 1



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Sept. 20-27, 1957

15-YEAR-OLD RICARDO RODRIGUEZ WINS TORREON RACE IN PORSCHE RS

See Page 1



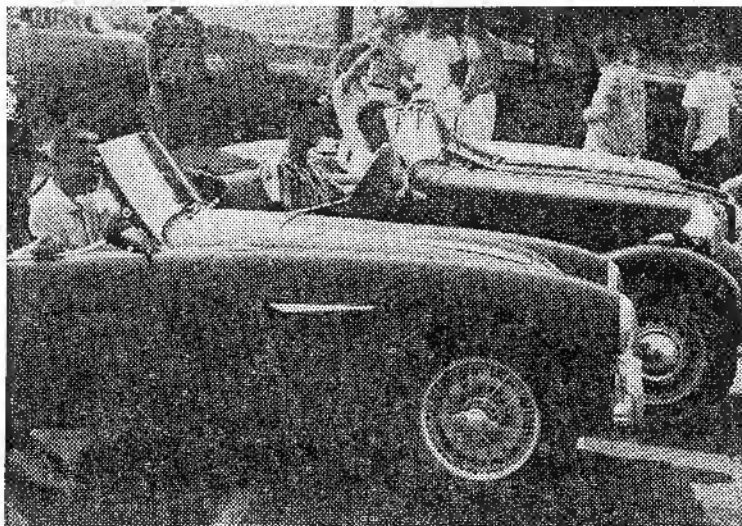
NEW COURSE OPENS—One of America's finest road racing circuits, the 3.3-mile Riverside International Motor Raceway, stages its inaugural with a two-day program

of races Saturday and Sunday, Sept. 21-22. Here, part of the field is seen during a press review session which was held last week at course near Los Angeles.

—Lester Nehamkin

MOSS (VANWALL) AVERAGES 120 MPH

See Page 1



—Reno Lawrence

THIS SCENE from last year will be repeated with staging of the Austin-Healey Owners Club's 2nd Anniversary Rallye slated for Sept. 21-22. It is sanctioned as an open event by the SCCSCC. (Story on Page 4).

Ricardo Rodriguez, 15, Mexico Winner

By GUS V. VIGNOLLE

MOTORACING Staff Correspondent

TORREON, Coahila, Mexico, Sept. 15—The most sensational driver of Mexico—15-year-old Ricardo Rodriguez of Mexico City—was carried off on the shoulders of admirers after winning the 20-lap main event of a program here today that topped a massive celebration marking the 50-year jubilee of this steaming city in the north central cotton belt of the Republic.

He won behind the wheel of his finely-tuned Porsche RS Spyder, the only one in Mexico, and averaged 96.137kph, or a shade over 60mph, around this rectangular, 8-turn, 1.7-mile course through the streets of a projected housing project.

Next was Norman J. Scott, Houston, also in a Porsche RS. Third went to Julio "El Bache" Mariscal, Mexico City, D-Jaguar, long recognized as Mexico's No. 1 pilot. Scott finished 33 seconds behind "El Chamaco" (The Kid), and averaged 94.648kph. Mariscal was 50 seconds behind young Rodriguez.

Fourth, in the same lap, was Bob Schroeder, Houston, in a Buick-Kurtis, 1m 19s behind the victor.

Rodriguez lapped 3 other drivers once, and another twice. A 9th pilot, completing the small field, did not finish.

HUGE OVATION GIVEN RICARDO

The boy, son of Sr. and Sra. Pedro Rodriguez, who started racing motorcycles at 11 and became a champion of the sport, was given a fantastic ovation after getting the checkered flag. A huge part of the 15,000 fans gathered at this "around-the-houses" circuit stormed across a cordon of crowd-control soldiers at the start-finish line and mobbed the National hero. Hauled and mauled, young Rodriguez, suffering from a severe cold, was on the verge of collapse. He staggered about, unable to fall because of the throng that encircled him.

Finally he was lifted aloft on the shoulders of worshippers and carried to the judges' stand. He was in need of medical care immediately after. It was nearly a quarter of an hour before his proud father could approach him for an "abrazo" of congratulations.

Although Ricardo drove masterfully and his car was ideally suited for the course, Mariscal finished without brakes and lost 2nd place to the Texan when he spun on the penultimate tour. Too, this tight circuit, with a longest straight of 2100 ft., was not a D-Jag layout.

"El Bache" had been the overall champion of Mexico, and last April, at Avandaro, took 2nd behind John von Neumann, then en-

(Continued on Page 10, Cols. 4-5)

MARISCAL, ACE LATIN DRIVER, RACES HERE

Riverside Opener Sept. 21-22

Opening of the West Coast's No. 1 road racing circuit—the long-planned 3.3-mile Riverside Motor Raceway—Saturday and Sunday, Sept. 21-22, was given a strong international flavor with the acceptance to compete of one of Mexico's leading drivers.

He is Julio "El Bache" Mariscal, of Mexico City, long the Latin country's major big-bore pilot.

Although long a D-Jaguar driver, the popular Mariscal will be unable to bring this car across the border, since it is badly in need of mechanical work.

Instead, he is expected to drive either a 3-liter Ferrari Monza or one of the 2-liter Testa Rossas. Arrangements to secure a car for him were being made at the time **MOTORACING** went to press.

The invitation to Mariscal was tendered by Rudy Cleye, operator of the new raceway, acting on behalf of the California Sports Car Club, which is staging the two-day inaugural program.

Mariscal placed third behind Ricardo Rodriguez and Norman Scott, in Porsche RS Spiders last Sunday at Torreon, Coah., Mexico. Two factors, however, worked against the D-Jaguar pilot: (1) it was a tight 1.7-mile course ideally suited for the Porsches, and (2) Mariscal ran out of brakes midway in the race.

He told Gus V. Vignolle, **MOTORACING** correspondent, before the race in Mexico that he did not expect to finish better than 3rd.

VICTOR AT PUEBLA

At the big Avandaro race near Mexico City last April, Mariscal finished second overall behind John von Neumann, in a 2.5 Ferrari Testa Rossa. This, too, was a tight, winding circuit.

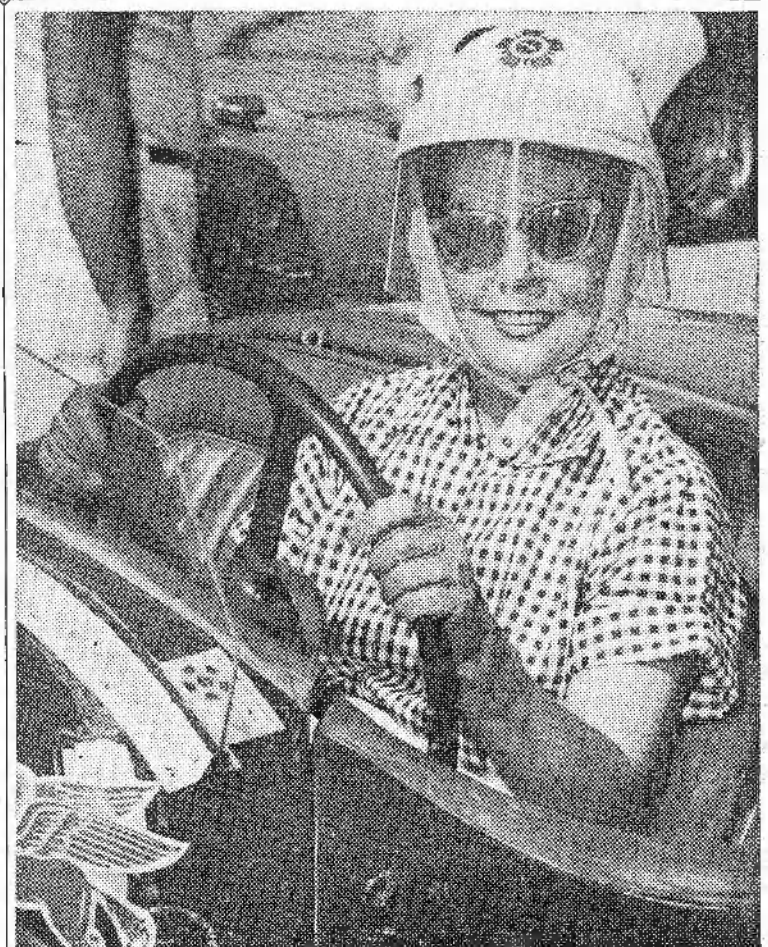
Later, however, at a course with two long straights and suited for the D-Jag—Puebla—"El" (Continued on Page 8, Cols. 3-4)

FLASHY EXHIBITS AT MOTOR SPORTS SHOW

Southern California's motor fanatics were having a field day as the 10th annual International Motor Sports Show opened Friday, Sept. 13, at Gardena Stadium.

John Howell, majordomo, reported keen interest in the scores of displays ranging from quarter-midgets on up to Archie Moore's \$25,000 Raymond Loewy-designed Jaguar and Spike Jones' custom Ford Thunderbird.

George Barris' fabulous Kopper Kart topped a flashy exhibit (Continued on Page 9, Cols. 4-5)



—Lester Nehamkin

PASSES SUDDENLY—A popular and key figure in Southern California sports car activities, Sue Matthews passed away after brief illness Sept. 10 at her home in San Fernando. She was the wife of Jim Matthews, with whom she operated Sports Car Information Center. Mrs. Matthews also won many racing trophies in four years of driving.

SPORTS CAR WORLD MOURNS SUE MATTHEWS

Southern California's sports car followers were stunned at the sudden passing on Sept. 10 of Sue Matthews, 39, popular driver and a key figure in various sports car activities.

Sue was the wife of Jim Matthews, KNX-CBS announcer, who discovered her body at their San Fernando home after returning from press-day activities at the new Riverside International Raceway. Death was attributed to heart complications stemming from a uremic poisoning condition.

A native of Greensboro, N. C., Mrs. Matthews was raised in Miami, Fla. A Vassar graduate, she later obtained a law degree at the University of Florida.

One of the Women's Sports Car Club's guiding lights, Mrs. Matthews had been competing for approximately four years, winning numerous trophies. In recent outings, she was second in class May 19 at Santa Barbara and again June 16 at Paramount Ranch, and was third in class July 28 at Pomona.

In addition to the WSCC, Mrs. Matthews was a member of the (Continued on Page 9, Col. 3)

Moss (Vanwall) Averages 120mph!

MONZA, Italy, Sept. 8—Chalk up two in a row for Moss and Vanwall!

The doughty British team victimized Juan Manuel Fangio once more following the recent Pescara pounding, this time the Argentinian finishing 41.2 seconds in arrears in a Maserati.

Moss averaged 120.009 mph over the 310.5-mile route, touring 87 circuits over the 3.56-mile course that includes seven hair-raising turns. Time was 2hrs. 39min. 3.9sec.

Third in the 28th Grand Prix of Italy was Wolfgang von Trips, German ace, wheeling a Ferrari and going 85 laps. Fourth went to Kansas City's Masten

(Continued on Page 8, Col. 3)

SEVEN RECORDS AT BONNEVILLE

BONNEVILLE SALT FLATS, Utah, Sept. 10—Seven sports car records were set for the "Flying Mile" during the recent National Speed Trials, a final accounting showed today. Only the average (Continued on Page 4, Col. 3)

L.A. REGION OF SCCA PRESENTS CONCOURS TO AID CHARITY ON SUNDAY, SEPT. 29

The Los Angeles Region of the Sports Car Club of America invades the palatial grounds of

the beautiful Huntington-Sheraton Hotel in Pasadena to stage a Concours d'Elegance on Sunday, Sept. 29.

All proceeds from this automobile fashion show benefit the Florence Crittenton Home of Los Angeles, established back in 1883—the oldest, nationally-recognized charity in the United States.

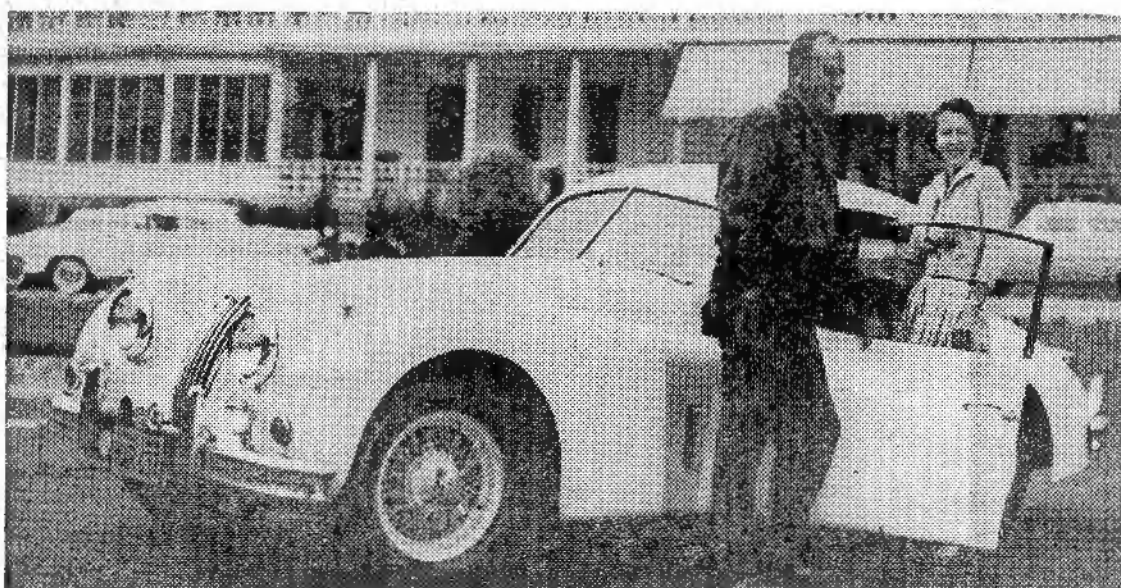
This worthy event will attract

many beautiful automobiles—sports cars, touring cars, competition cars, classics and antiques.

To make it even more enjoyable, some lucky person will drive away in a brand-new DKW automobile! There are many other prizes, including a three-day weekend for two at the Riviera Hotel in Las Vegas!

The hours are 11 a.m. to 4:30 p.m.

Ann Bothwell is Ways and Means Chairman for Circle "D" of the Florence Crittenton Home, the sponsoring group.



ANN BOTHWELL, Ways and Means chairman for Circle "D" of the Florence Crittenton Home, sponsoring group for the big SCCA Concours d'Elegance to be staged Sept. 29 at Huntington-Sheraton Hotel in Pasadena. She is shown with her husband, Lindley, president of the L.A. Region SCCA. The car is Al Fleming's XK140 Jaguar. All proceeds go to the Home.



• Racing Pow-Wow •

By Maury Powell

ANCIENT HISTORY & SOME MODERN FABLES

Obsequium amicos, veritas odium parit.
(Obsequiousness procures us friends; truth, enemies.)

THE privilege of publishing a periodical carries with it a sacred trust, especially one accepted as second class matter by the United States postal authorities. If you think it's easy to grab off a second class permit—check your local P.O. sometime and peruse the qualifications.

It takes spending green in fairly good quantities to support a new publication in these times, too. Many old-timers, such as Collier's, have found the fiscal finagling frantic, and folded.

Consequently, before one decides to enter the publishing field, one does considerable checking, bank account type and otherwise. In the case of MOTORACING, two of us decided to go the route—The Editor on Page Three and yours truly.

We Received 'Old School' Baptism

The dream of many a newspaperman is to some day publish a journal dedicated to certain principles and ideals.

GVV and I first crossed typographical trails about 20 years ago as members of the Los Angeles Examiner's sports staff. Pre-war sports journalism in L.A. was of the hard-hitting "what'll we scoop 'em with today" variety. Competition was keen in the editorial as well as makeup (layout) presentation, and we were taught by some pretty good masters from the old schools.

Press agents had nowhere near the acceptance they do now, nor was there the tendency to pool information among writers covering similar assignments that seems to prevail currently.

You either cut the mustard, or severed relations.

We hope you'll pardon the ancient history. It is only intended to fill in a wee bit of background for MOTORACING's modus operandi, and, perhaps, to cue certain questioning readers on some "whys and wherefores."

After his WWII stint, GVV went into public relations and, among other posts, held sway at Los Angeles PR chief for Pan-American World Airways for four years.

After four miserable khaki-clad years, I, too, went into publicity, handling a mess of activities that ran the gamut from horse-racing, pro basketball, pro football, semi-pro baseball, sportsmen's shows and bowling alleys to every conceivable type of motor racing—two- and four-wheeled variety.

Several years ago we met at the L.A. Press Club and decided to form a partnership in an advertising and public relations agency, opening an office at the Ambassador Hotel. The name—Vignolle and Powell.

Here's Story on Long Beach MG Club

Which brings into focus an unsavory current incident—for it was in that office in the fall of 1953 we were approached to handle the Terminal Island sports car races by officials of the Long Beach MG Club.

Chet Lancaster was the top contact, with Walt Masters assisting. We gave them the best of our professional advice and mapped a comprehensive campaign on the club's behalf.

Lancaster explained the club was afflicted with a severe case of lettuce shorts and asked if we'd take the account for the little amount available. Gus and I agreed to accept the small deal because of Chet's sincerity. We also figured there'd be more meets later, and perhaps our goodwill would be repaid in kind.

One key factor we pointed out to Chet was that the site was new, and we urged placement of scads of directional signs leading to it from many surrounding points.

This detail was virtually neglected. Compounded with such other complications as the World Series finale and 100 degree heat on a Sunday afternoon, the Long Beach MG Club's venture resulted in an artistic, but hardly financial, success.

We Accepted Settlement After 2 Years

Some time after the event Chet telephoned and explained the club's embarrassed treasury status, requesting time in which to meet its obligations.

To condense subsequent happenings, suffice it to say that our firm went without remuneration FOR ABOUT TWO YEARS! We were struggling along, but aside from infrequent notes to Lancaster reminding him of his club's obligation, we did not hound them in the manner set forth in the club's recent newsletter.

In what stands as a mighty poor cover-up for the true facts behind the firing of Flag Marshal Grady King, the LBMG publication also piled fabrication upon ingratitude and rudeness.

Whereas the LBMG writer would have its members believe GVV and I were seeking to smite them because we allegedly were not paid, the fact is that an amicable settlement was reached wherein we accepted a lesser amount, and quite graciously, too!

We challenge the perpetrator of that prevaricating piece to print the letter from the Vignolle and Powell agency accepting the settlement check from the LBMG Club. Or dare he?

No Facts Presented—Just Smears

Now, the odd part of my tale for today is that another club—for which the LBMG are mere satellites—has been using almost identical tactics of refuting facts with personal smears.

MOTORACING was established two years ago come next month, and Gus and I continued our agency activities, largely to support our new venture. Printers and engravers firmly refuse to take green stamps, Confederate money or United Cigar coupons.

It came to pass that we were simultaneously handling the Cal Club's promotions and publishing MOTORACING, yet we maintained complete objectivity with both functions.

We gained a rather clear insight into the CSCC's functions, operations and aims. We saw and heard how the Board of Pharaohs (as GVV so neatly dubbed the Board of Governors) controlled matters.

CSCC Trots Out Convenient Excuses

At the risk of losing the account agency-wise, we pulled no punches in detailing what we considered were inequitable matters generated by the Board or its individual members.

We didn't care for the magnanimous rulings made on behalf of personal friends or drivers representing large interests, while

(Continued on Page 3, Cols. 3-4)

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LETTERS

to the Editor

PLEASED CANADIAN READER

I received your newspapers in the mail when I came home after my holidays. I read the articles about Jimmy Dean and enjoyed them very much.

Miss D. Steele
Toronto 18, Ontario, Canada

LIKES RACING CHARTS

Enjoy our MOTORACING regularly. It's the most and latest. I like your Racing form book of race results. I always look forward to the Monday (every other, natch) mail delivery so I can see what's doing.

Your European motorizing series has been great. My little brother is in the Army in Germany, home the Porsche price list and photo of the new DKW "Monza." He gives no details on the car, but says it's fast. It sure looks good.

Gene Babow
Kentfield, Calif.

EDITOR'S NOTE — Here are the Porsche prices in Würzburg, Germany: Coupe type 356A: 1300, 44hp, \$2450; 1300 Super, 60hp, \$2910; 60 hp, \$2730; 1600 Super, 75hp, \$3012; 1500GS (Carrera), 100hp, \$4117; Convertible type 356A: 1300, 44hp, \$2630; 1300 Super, 60hp, \$3120; 1600, 60hp, \$2930; 1600 Super 75 hp, \$3192; 1500 GS (Carrera), 100hp, \$4297. Speedster type 356A: 1600, 60hp, \$2450; 1600 Super, 75hp, \$2712; 1500GS (Carrera), 100 hp, \$3817. Spyder type 550: 1500RS, 110hp, \$6000.



NEW DKW 'MONZA'

THANKS FROM FFCC

I want to thank you on behalf of the club for the coverage you gave on our recent Pajama Rallye. It was truly appreciated. Already we have plans for next year's rallye and hope to have a bigger, better and more fun rallye. Hope that you and your staff can make it as contestants.

Bettie Dobson
Assistant Rallymaster,
Foothill Foreign Car Club

OTHER SIDE OF IT

I'm glad you're making a survey—I think you've been going downhill.

Correction—your columnists and your editorial frame of mind have slipped.

I love racing—I love sports—I welcomed your paper and saved every copy from No. 1. Lately I've stopped saving copies.

To put my finger on it, I'd say I'm tired of Vignolle's preoccupation with Pharaohs and Powell's with Old Gold Suit—and I don't know either of their targets.

I'm sure you can get back your original spirit.

R N Stapleton
Redondo Beach, Calif

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Editorial

TODAY'S EDITORIAL is in the nature of a little questionnaire for the powers involved at the recent Bonneville runs.

And we say—let 'em come up with the answers. Here are the questions:

What top, powerful inter-mountain radio station swears it will never give USAC's Art Pillsbury one word of publicity, because of his consistently arrogant and insulting manner?

Why, at the BMC banquet at Bonneville, were hour-glass egg-timers presented to timing officials? Is it true that, during the BMC 12-hour endurance run, a full hour went untimed by USAC?

Is it true that Moss' record runs, made without third gear, were absurdly slow and that the official speeds announced actually were those achieved by Phil Hill a week before? If so, and if USAC's touted scientific accuracy means anything, should not the record go to Hill?

Why have Johnny Allen's FIM-timed motorcycle World Record runs never been officially confirmed? Is it true that Nortier, FIM boss, in The Hague, held off the confirmation until NSU could milk its own Bonneville runs at last year's Frankfurt Show and that now Nortier cannot confirm the Triumph records without admitting conspiracy?

It IS true that this is one of the big current scandals in FIM-FIA circles.

HILL 1st, THEN SHELBY IN ELKHART 500-MILER

ELKHART LAKE, Wis., Sept. 8—Road America was re-christened Road Italiano here today as Phil Hill, Santa Monica, Calif., won the 500-mile International sports car road racing classic in a 3.8 Ferrari, and Carroll Shelby, Dallas, Tex., nailed second with a 3-liter Maserati.

Shelby, who lost time when exiting from the course on the 26th lap, was 2min. 44sec. behind Hill, who averaged 81.41mph for 125 circuits on the 4-mile course. Total time was 6hrs., 8min., 30 sec.

A stunning third was Ed Crawford, Dallas, Tex., tooling a Porsche RS Spyder, who tickled the 30,000 customers by lacing considerably larger irons among the 33 machines still chugging along out of the 51 which took grid positions.

A handicap start of sorts was employed, and Shelby's Class D Maser was given a 20-second edge on Hill's C machine. But the latter pilot needed little more than an hour in which to breach the gap, and gained a measure of revenge for the Palm Springs meeting of a year ago when Shelby out-horsed him in a larger Ferrari.

Walt Hansgen, Westfield, N.J., one of the pre-race favorites, was sidelined with his D-Jag due to engine trouble after only a two-lap exposure.

Class winners: G—Dr. and Mrs.

M.R.J. Wylie, Lotus; F—Crawford; E—Ebby Lunken—Jim Kimberly, 1.9 Ferrari; D—Shelby; C—Hill; B—John L. Hass—Robert Roloson, Corvette.

Denise McCluggage of New York, co-driver with Ruth Levy, Brentwood, Calif., went out after 2½ hours when the former's Porsche RS developed an air leak in the intake manifold. At the time the car was 2nd in class behind Crawford.

CHAVEZ SCORES

Jesus Chavez, Howard Campbell and Walter Rosenthal placed in that order during the recent vintage car classic at Catalina Island. Lindley Bothwell, SCCA's L.A. Regional chief, won the first heat with a 1910 Simplex.

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Vignettes

By Gus V. Vignolle

TUMULTUOUS OVATION GIVEN
RICARDO RODRIGUEZ, AGE 15

MEXICO CITY, Sept. 18—Last March, when Fangio and Behra won the 12-hour enduro in the Big Maser, this observer was caught in the vortex that followed when "El Chueco" struggled to the platform to receive the huge Amoco trophy. Taking photos, I came close to being K.O'd (hooray!).

But, bruddah, that was a mild tea dansant compared to what happened to me at Torreon, Coah., Mexico, last Sunday when 15-year-old Ricardo Rodriguez won the main event in a Porsche RS Spyder. It was absolutely brutal.

The crowd went completely berserk. The Red Cross had to administer to people who were almost trampled to death in dusty 100-degree heat.

This modest boy is the driving marvel of the age. He will be 16 next Feb. 14, and, as I wrote after Avandaro last April, he CANNOT miss being a WORLD CHAMPION when he comes of age. He has everything—poise and a calmness under fire. He is a stupendous judge of pace. He has fantastic ability to gear up and down at exactly the right split second, accelerate out of turns and give it the gun only when necessary.

This is no hare-brained 15-year-old. He is a champion in the making. He should come to the U.S. It would be a real threat for Americans to watch "El Chamaco."

Of all people to run into in Mexico City and Torreon, were George Cary, the SCCA sports car coordinator who has been in this business long enough to know it pretty well, and John Malone, the Valvoline pubrel man. Both were unstinted in their praise for Ricardo Rodriguez. They raved. Cary would like to see him pitted in a special race involving some of our top Porsche RS drivers.

Last Sunday, Torreon's 200,000 inhabitants celebrated the 50th



RICARDO RODRIGUEZ



RICARDO AND PAPA DON PEDRO

anniversary of the founding of that city. It was a mad whirl. They had sports car races. They had bullfights. They had the finals of a big golf tournament. They had a 234km. bicycle race. They had a big baseball game. The town was on a fandango.

And the toast that night was this incredible boy with nerves of steel and blood flowing through his veins like ichor. Men, women and children marched through the streets chanting some strange refrains that inevitably wound up in a frenzied vocal outburst as follows: "Ricardo Rodriguez—RAH, RAH, RAH!"

The town was his, as his parents, Industrialist and Senora Pedro Rodriguez, and his older brother, Pedro, Jr., also an excellent driver, looked on proudly.

Cary Looking Into the Mexico Races

Cary is looking into a big race said to be coming off in Guadalajara next Feb. He was also getting some beautiful Mexican prizes that could well make you forget about ordinary trophies. Malone was making a study of Mexican Muebles Finos, or top-notch furniture.

Cary, by the way, revealed some of the dickering that has been going on for the staging of the LA SCCA National races at the new 3.3-mile Riverside Intl. Raceway on Nov. 16-17.

Originally a different date was planned. When he, John Edgar and the latter's cohort returned from Hawaii last April, they offered him 33% of the deal for staging the SCCA event. Later, he had a potential of 50%. This later was reduced to 25%.

Then the CSCC offered to crack out with \$17,000 to stage its races Sept. 21-22. They are to get back the 17 grand, plus 15% of the net. They may not necessarily be undercutting, but it put Cary in a tough spot to deal with Riverside after the CSCC deal.

Something that looked good for Cary back in April has dwindled until, at this writing, he and the SCCA do not know quite precisely where they stand for the Nov. show. At any rate, everyone should learn a lot after the upcoming inaugural. In dealing with track operators, the pros (not sports cars) generally settle for 40% (prize \$) and 2% of the gross (promoter's fee).

Orr's Answer to Miles a Real Stopper

In the luxurious DC7 Pan American flight to this metropolis, I was able to note some interesting communications stuffed into the brief case as I loped off to the airport.

These, as you will see, should be of particular interest to those of the type of Little Lord Fauntleroy over on the Pompano Wrapper. You might recall that he, like some other inepts, boohos that the eminent Mr. K.H. Miles is getting a bum shuffle by being kicked out of all SCCA races throughout these United States.

With fantastic candor, LLF and a few other Peach Fuzzes keep bellowing that this fellow Miles is not only a fine driver, but a great and wonderful guy. And they have the abject temerity to yodel that they actually don't know why dear ol' St. Kenneth has been given that swift kick right in the you-know-where.

This column has cited many, many reasons, any of which can

(Continued on Page 4, Cols. 1-2)

Racing Pow-Wow

(Continued from Page 2)

average lads were virtually made to get on their knees to beg forgiveness.

We didn't accept CSCC's freeze-out tactics against SCCA and other clubs seeking race courses.

We didn't go for using "name" drivers to spark attendance when said drivers were doubtful entries.

Secret meetings and secret rulings went against the grain. And so on, ad infinitum.

And, sure as Hades, came the ax for the agency! Well, that's life. You can't win 'em all.

But, the point is that the pharisaical pococurantes have blamed our one-time client-account relationship and its subsequent severance as the causative (and caustic) factor behind MOTORACING's articles treating with various malfunctions.

They have been able to convince a few gullible persons, but mighty few, to swallow that convenient but old routine of, "They're sore because we canned them."

'Just the Facts, Mam, Just the Facts'

That capricious phrase, plus another oldie, "Let's don't dignify that with a reply," have been trotted out for the lesser-informed continuously.

Life would likely have been more pleasant for Gus and me had we elected to look the other way whenever CSCC indiscretions were committed. However, our earlier training as newspapermen taught to accept nothing at its face value; check and double-check everything. Don't be a "patsy." Strive for accuracy and truth at all times. Expose the phonies. Be ever-alert on behalf of your readers and for the sport.

What frosts me is that I can't help feeling that the very people who disdain our forthright reporting would loathe us all the more had we turned out to be a "roll over and play dead" type of publication devoted to printing social notes, phony releases, mouthings of despots and Aesop's fables.

I can visualize them, battered and from a prone position, righteously shouting, "WHY DIDN'T YOU TELL US ABOUT ALL THIS?"

Merediths Take Wheel Bouncer

"PSCC—YOU GOOFED!" was the sign several contestants managed to find on the fourth running of Pacific Sports Car Club's annual Rallye de Wheel Bounce.

To find this you had to turn off Mullholland Highway onto Cold Canyon Road at a vertical sign rather than a horizontal sign as the instructions read! This, traditionally a driver's rally, proved no exception, with many cars getting lost, but was also, according to contestants, one of the most accurate and cleverly staged rallies of the year.

Barbara Meredith, with husband Chuck navigating, won, driving an Austin-Healey with a total error of 11 seconds! Fifteen-year-old Wally Glassett navigated for his father, Walt, and managed to place second with a 33-second error, in a Porsche. Third was taken by Mr. and Mrs. Virgil Herman in an Austin-Healey.

The 11-second error posted by the Merediths was accomplished by using the simplest of equipment: a stock odometer which

was not zeroed and one watch! The event was held Saturday night, Aug. 24, and ran for almost six hours.

KEPT ON GOING

A pair of Montana drivers, who met on a road blocked by a landslide, traded cars and proceeded about their business. —Harry Oliver.

SELL

RESULTS

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WANT ADS Pay

WATKINS COOKING

WATKINS GLEN, N.Y., Sept. 15—Plans are finalized for the 10th Annual Grand Prix sports car races here Sept. 20-21. Harold Jacques, chairman, reports some 200 entries are ready to roll.

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VIGNETTES BY VIGNOLLE

(Continued from Page 3)

be documented. Now, here's another classic. So pull up a stool. Reprinted are 2 letters which are more than self-explanatory.

September 4, 1957

Mr. James B. Orr
P.O. Box 338
Kentfield, California

Dear Jim:

I am very disappointed to hear that you are once again going to stage a race at the Sacramento Fair Grounds.

As you well know, it is the opinion of many experienced drivers that this course is by a considerable margin the most dangerous ever used in California, and totally unsuitable for racing.

I have been asked to make any possible recommendations which will render this course safe, but quite frankly I do not see where to begin. The roads are so narrow and so poorly surfaced that only a major reconstruction project could make them suitable for high speeds. There are so many obstacles, such as trees, hitching posts and buildings, verging on the road in the worst possible places, that it would be impractical to move them. There are no escape roads or safety areas whatsoever.

I feel that in your position as local representative of a body reputedly devoted to the future welfare of this Sport, you should be the last people to jeopardize our good record for safe racing by running a race at a course where sooner or later a major catastrophe is inevitable, and in a town where the political implications of such a disaster would undoubtedly spell the end of racing for all of us.

I beg you, on behalf of the many people concerned with the future of our Sport, to let reason prevail over your undoubted desire to run a race anywhere at any cost, and abandon your plans for this event.

Very truly yours,
(Signed) K. H. Miles

KHM:sh
cc: The Sacramento Bee
George G. Snively, M.D.

6th September, 1957

The Editor,
The Sacramento Bee,
Sacramento, California

Re: K. H. Miles letter.

Dear Sir,

I am in receipt of a letter from Mr. K. H. Miles regarding the Sports Car Club of America races, to be held at the Sacramento Fair Grounds on October 12th and 13th, 1957.

It is my opinion that Mr. Miles had no intention of addressing an appeal to me in the interests of safety, but merely wished to influence your paper against this event. Mr. Miles has been barred from participation in any SCCA event anywhere in the United States. As he cannot race with our Club, he attempts to throw a sour note or disfavorable comment wherever possible.

To my knowledge, Mr. Miles has raced on the Sacramento course in 1955 and 1956 and I feel that if his feelings as stated are true, that he would have expressed them in a discussion with our Club, prior to his intent to use your publication to favour his own personal interest.

Very truly yours,
(Signed) JAMES A. ORR,
Regional Executive, SCCA

cc. George G. Snively, M.D.
2315 Stockton Blvd.
Sacramento
JAO/os

And No Copy Sent to Original Writer

You will note, of course, that Orr did not bother to send Miles a copy of the letter he sent the editor of the Sacramento Bee, the most powerful newspaper in that area. But he should not be deprived of its contents. He and everybody else can read it right here. Orr is to be complimented for completely ignoring a driver who does not let up in his efforts to harpoon the Sports Car Club of America at every opportunity that presents itself.



CURT WARSHAWSKY

U.S.—the Toyopet Crown and Crown deluxe. Not for sale yet, as a market research program will be conducted in L.A. The rugged, 55hp, 4-cylinder job, engaged in an enduro in the backlands of Australia, piled off the road at least once, had a head-on crash with 3 kangaroos, but at last reports was still going.

HURDY-GURDY—Head of Goodrich Tires in Mexico City is a guy named Russell F. Moody (no relation to Hal). . . . Lou Yates came back with some excellent color movies which he took of European races, and they have been a hit at the Grand Prix nitery. . . . Also back from Europe is Ginny Simms, with added verve and a sparkle in her eyes. Only blight was in Mallorca, the island off Spain, where she had to get tough with the military. . . . Al Torres, the ebullient jumping-jack, starter, and Janet Anderson, were wed in Yuma, according to our spies. . . . Lew Spencer, a real comer, will tool a Morgan at the spiffy Cobb Mt. Hill Climb Sept. 28-29 up north. This top event also may draw Rene Pellandini, the Morgan mogul just back from Europe, who's itching to get behind the wheel for some action. Frank Rhode is doing a top job on this S.F. area event.



RICHIE GINTHER

Ginther Heads Ferrari Setup

Making rapid strides since its recent establishment here is Ferrari Representatives of California under the management of Richie Ginther, popular young driver of the marque at all the major West Coast races.

He is handling the Gran Turismo Ferrari coupes and is serving as distributor for the new Lancia convertibles.

The other big Ferrari racers will be handled here as the factory in Italy makes them available.

Ginther is in charge of sales and service.

The firm is located at 1767 No. Cahuenga Blvd., Hollywood.

Records Set

(Continued from Page 1)

of two-way runs count as records, officials pointed out.

Only fuel permitted was Mobilgas premium pump gasoline.

SPORTS CAR RECORDS
BONNEVILLE, UTAH
(Stock)

CLASS A—Wayne Stanford, L.A., Porsche 1600 coupe, 187.932.

CLASS B—Albert O. Schmidt, Cincinnati, O., Mercedes-Benz, 150.647.

CLASS C—George Hanson, Whittier, Corvette, 144.322.

(Modified)
CLASS O—Bill Scace, Chicago, Ill., Porsche 550RS Spyder, 135.772.

CLASS B—Bob Drake, Redondo Beach, 4.9 Ferrari, 176.913.

CLASS C—E&D Special, Chrysler-powered Corvette, 138.317. (Post entry, driver's name unlisted.)

CLASS D—Barnes-Larson-Dauphin, Reseda, Chrysler Special, 178.068. (Driver unlisted.)

MOODY TRIUMPHS

MILWAUKEE, Sept. 15—Jerry Unser, former Albuquerque N.M., leadfoot now residing in Long Beach, Calif., virtually sewed up the 1957 USAC stock car national championship by finishing sixth here today behind Ralph Moody, Dania, Fla., on the paved state fair mile oval. Moody, tooling a 1957 Ford, was followed across the line by Jimmy Bryan, Phoenix, Ariz., '57 Mercury, and Bud Money maker, Indianapolis, '57 Ford. Moody's winning average for the 250-miler was 85.3mph.

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TWICE THE MILEAGE

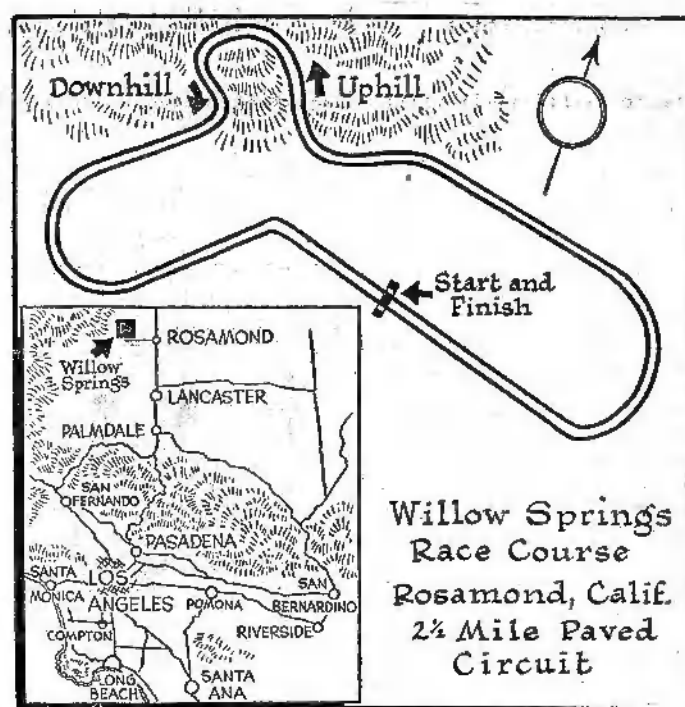
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GLENDALE, CALIF.



Willow Springs
Race Course
Rosamond, Calif.
2 1/2 Mile Paved
Circuit

CANTRELL DRIVES HOT BLOWN OFFY AT WILLOW SPRINGS

A healthy entry turnout looms for the RRR's 6th running of the Willow Springs Road Races Sunday, Sept. 29, according to Press Chief Dr. Hildreth Hoppe.

Seven events are slated on the 2.4-mile desert course located 11 miles north and 6 miles west of Lancaster. Action starts 12 noon. Saturday's practice runs also start at noon.

The under-1500cc division, already staggering from the onslaughts of Billy Cantrell in Triumphs and Offies, was shaken with word he'll run Whitey Theusen's Offy, that's been further hotted-up with a supercharger.

OTHER PILOTS

Other small-bore pilots include Floyd Burt, MGTC; Chuck Charles, Alfa Romeo Spyder; Dusty Walsh and Max Elbow, Austin-Healeys; Keith Lindsey, SIATA; Bill St. James and Pat Mulcahy, TR3s; Lloyd Porter, Volvo; Jim Velek, Simca; Bob Hunicut, J-Jupiter Spl.; and Chuck Burns, Morris Spl.

Walt Gussenbauer of Long Beach goes all-out for big-bore baubles with a three-car stable of Don Driscoll, Buick Spl.; Bob Murphy, Olds Spl.; and Dean Green, Mercury Spl. Bill Krause looms as the pilot to beat again with his D-Jag.

ENTRIES LISTED

Other pro big-inchers include Jim Williams, Buick-Kurtis; Rex McLaughlin, St. Christopher Spl.; Elgin Holmes, Cad-Allard; Bill Seifried, Kurtis Spl.; Bob Kudler, Jag XK140; Jon Van Rhyn, Jag XK120; and Bud Goodwin and Leo Hutter, Corvettes.

Dr. Hoppe heads the women's group in her Corvette. Also entered are Erma Forows, MGA; Marilyn Wood, mod. TR2; Gwen Charles, Alfa Spyder; and Margie Scharf, TR2.

AHOC RALLYE TO START SEPT. 21

What looms as one of Southern California's premiere rallye events—the Austin-Healey Owners Club's 2nd Anniversary Rallye—is slated Sept. 21-22.

A non-championship affair, it is closed to AHOC members and is sanctioned as an open event by the SCCSCC. Post entries, tab \$6, will be accepted.

Peak navigational and driving skill will be tested during the 400-mile overnight jaunt that starts 7:31 p.m., Sept. 21, at Hollywood's North Hollywood Drive-In and terminates somewhere in the Santa Monica area. A drivers' meeting is set for 45 minutes prior to green-flag time.

Scads of trophies for individual and team finishes are posted, according to Rallymasters Dick Murray and Dave Long.

JUST HOLD OFF

Sign in a Yuma cafe window: "Gone on vacation. Don't eat until I get back."—Harry Oliver.

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Indy "500" Cranks

U-RENT & DRIVE TREND STARTED?

A genuine racing patron who hates to see his special speedster parked idle in a garage may start a new trend if his ideas jell.

He's Eric Hauser, Hollywood stock broker, a recent newly-wed.

Hauser aroused much comment with his recent MOTO-RACING advertisement wherein he offered his Buick Special, the former Morgensen Special, for rent.

Hauser isn't alone in admitting the expense factor is an ever-increasing burden. Think of the tires chewed up every race at nearly \$50 per skin. And mechanical tear-downs. And body and fender repairs frequently. Yes, and entry fees, hotel-travel-food bites, insurance and so on, ad nauseum.

Now called the Balchowsky Special, Outhauser Special and a few choice but unprintable epithets from lovers of imported irons who despise seeing U. A. autos in front. Hauser's yellow juggernaut is now available on a sort of Hertz Drive-Yourself basis.

Contact Eric care of Balchowsky's Garage, Hollywood, or Box H, MOTORACING, if you're interested.

You may be making sports car history, man!

LARSON VICTOR

INDIANAPOLIS, Sept. 14—By virtue of placing second behind Jud Larson, Hickman Mills, Mo., Jimmy Bryan, Phoenix, Ariz., moved into the point standing lead for USAC's National Championship (Indianapolis-class) division following today's 100-miler on the state fairgrounds mile dirt oval. George Amick, Venice, Calif., was third. Larson's winning time, 1hr. 5:23.65, was

DESERT RALLYE SET
The Douglas Sports Car Club announces its Desert Rallye III October 5-6, with a different route slated for entries, according to Rallymaster Frank Fleming. Entry blanks may be secured from Fleming, Texas 0-1211, or Duane and Jerrie Sparks, AXminster 1-8686. Rally fee is \$5, slalom \$2; three meals are \$10 per person and hotel accommodations \$7 each. A wide variety of trophy awards are promised.

Joyce is waiting to hear from you. Around L. A., call her up at AXminster 2-0287, or write her at Classified Dept., 4041 Marlton Ave., L. A. 8. She can help you solve your problems.

VON TRIPS TRIUMPHS

LENZERHEIDE, Switzerland, Aug. —German Count Wolfgang Bergh von Trips, driving a Porsche R.S., won the Mountain Grand Prix of Switzerland sports car automobile race today with an average speed of 106.130 kilometers per hour (65.8mph). Von Trips average of 106.136 KPH on his first heat was recognized as a new track record. His times of 3:28.6 and 3:28.8 were best for each heat.

MONTE CARLO RALLYE

The Austin-Healey Owners' Club staged a two part Monte Carlo Rallye recently. Rallymaster George Prussell, in co-operation with the San Fernando Drag Strip, held a very interesting rallye and drag meet combination. The rallye was won by Harry Marchmont and Dyanne Culver, a guest in their Austin-Healey with a .06 second error.

The best speed turned in by a stock Austin-Healey on the strip was Allen Woods' 81.08mph.

CALYPSO RALLYE

Bud Hartman, rallymaster and member of the newly formed Santa Anita FCCA, laid out a fine 120 mile rallye, which was won by Glen and Henry Hurd in an Austin Healey. The father and son team placed just in front of Ken and Sondra Bundy in a V-W. Third place went to Bill and Catherine Brandes in a Mercedes.

PSCC TO STAGE GYMKHANA

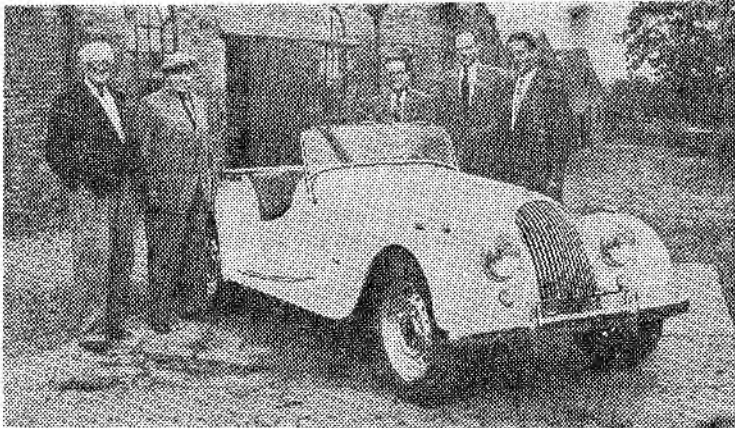
Plans for the Pacific Sports Car Club's "Gymkhana of the Pacific I," an open event on Sunday, September 15, were announced by Sherman Allen, the club's rally master.

The semi-slalom type course is set in the parking lot behind Larry Reed's Imported Cars at La Tijera and Freeman Boulevards in Inglewood.

First cars will be started off the line at 9:30 a.m. and post entries at \$2 per car will be accepted until 2 p.m. Further information may be obtained by calling Allen, OR 1-6532.

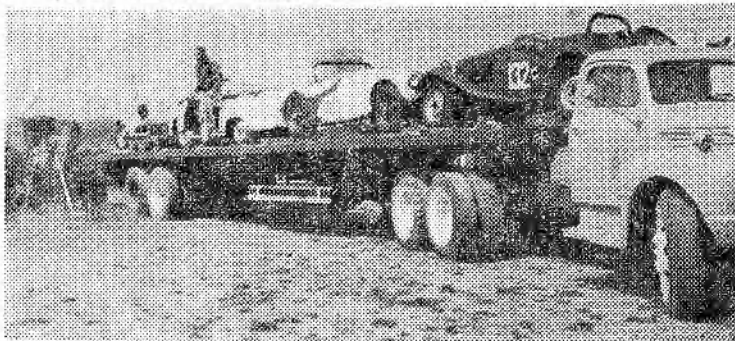
Join MOTORACING's Fall Carnival of Want Ads.

Shutter-Snapping on Sports Car Front



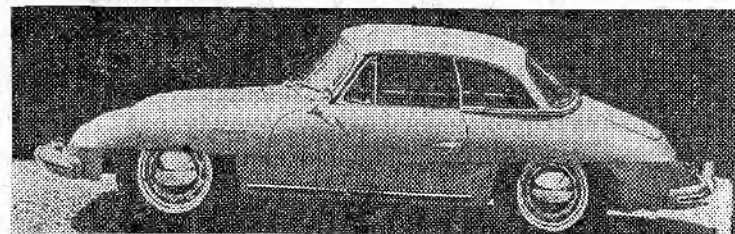
—Norman May

RENE PELLANDINI, Morgan distributor, spent some time at the factory during his recent trip to England. Looking at a new roadster are, left to right, T. H. Jones, in charge of spare parts; George H. Goodall, factory managing director; W. J. Kendall, of the office force; Peter H. G. Morgan, son of the company's founder, and Pellandini.



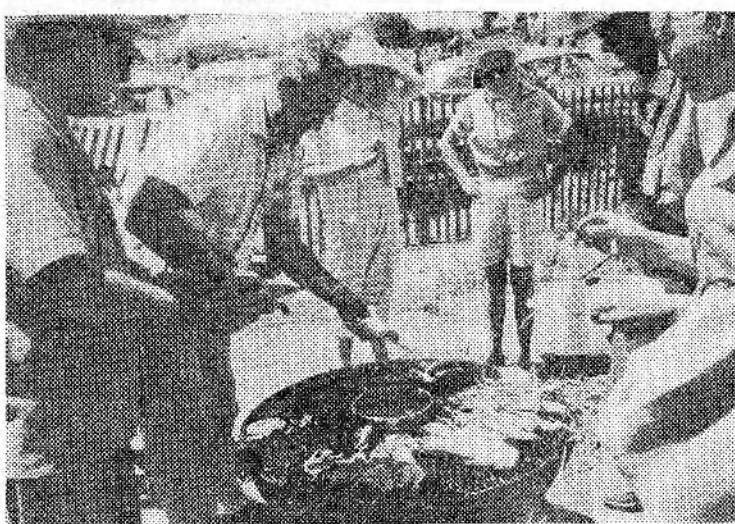
—Don Hutellin

STAN PETERSON recently got four friends together and lined up this rig to tow their sports cars from the San Francisco-Oakland area all the way to Arcata through the winding Redwood country. It worked out more economical than driving the four cars up.



—Werkfoto PORSCHE

W. ROBERT NITSKE, columnist for MOTORACING, sends along photo of the new Porsche hardtop which is drawing raves wherever it is seen. Read his column on Page 6.



—F. Tromm-Tromm

REAL GOODIES are in store for contingent closely allied with Frank Rhode and his MOTORACING bus at No. Calif. road races. Here's a group partaking of barbecued chicken, corn on the cob and filet hot dogs. Many don't care to watch the races.



—Milo St. John

THIS INGENUOUS job recently permitted a gang to view the races at Cotati, near Santa Rosa, without much in the way of interference. The hydraulic lift attracted a lot of attention.

SEND YOUR PHOTOS TO MOTORACING

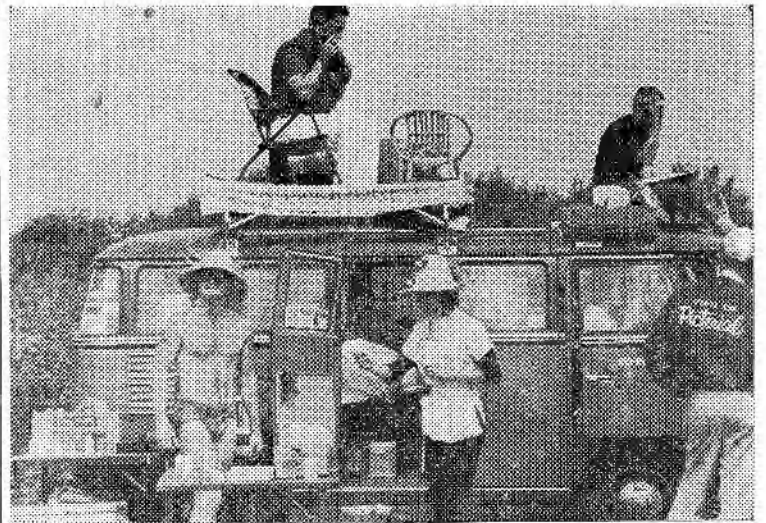
Space permitting, Page 5 of MOTORACING will continue to be a Picture Page.

And photographs from readers are welcome. For each photo that is printed, you will receive a one-year subscription to MOTORACING.

Send complete information for caption, identifying person, cars, locale and date; also details of exposure, film, etc.

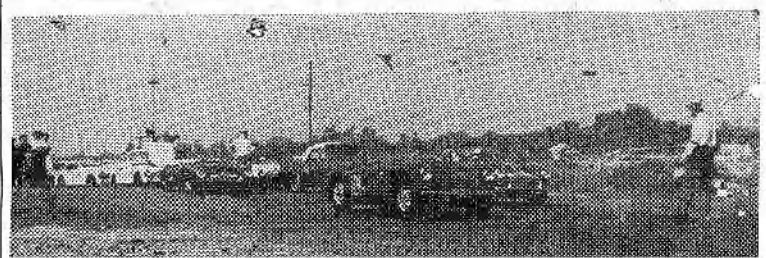
Photos will NOT be returned, unless accompanied by stamped, self-addressed envelope.

Here is a chance for all you amateur photographers to get your pictures into print. Send them to the Editor, MOTORACING, 725 N. Western Ave., Los Angeles 29, Calif.



—MOTORACING Photo

THIS VW BUS had everything at Arcata races. Top left is Bud Grosso, ace announcer and busy San Carlos TR dealer. Left foreground are Gil Perry, Jr., No. California's "Lucky Pierre," who has everything from consomme to filberts in the bus, and Nancy Grosso, Bud's wife.



—AHOC Photo

SCENE SHOWS start of recent Monte Carlo Rallye staged by the Austin-Healey Owners Club. They're coming up Sept. 21-22 with the 2nd Anniversary Rallye.



AMERICA'S FASTEST CAR—Here's the three-engined streamliner that clocked a record 270.473mph recently in the Bonneville Nationals. The Wynn's Friction Proofing Special No. 777 was designed and built by Bill Kenz and Roy Leslie, Denver, Colo., the latter doing the driving. The aluminum-hulled job broke its own former U.S. mark of 261.8 set last year. Two 304 cu. in. flathead Ford V8 mills in tandem drive the front wheels, a third powers the rear wheels. The 18 ft. long machine weighs 3200 lbs., is a front-wheel-drive with individual wheel suspension.



NICK PASTOR, imported car dealer from South Gate and racing sponsor, and his pretty wife eye an Italian Alfa Romeo at recent opening of a Southern California foreign car emporium.



European Scene

By W. Robert Nitske

FORMULA II MACHINE PROVES SPEED BOMB

AT THE recent Santa Barbara sports car races, spectators near the starting line were amazed at the truly fantastic acceleration of a Grand Prix Formula II machine.

The Cooper Climax, driven by Lance Reventlow, who was ably coached from the sideline by Bruce Kessler, shot ahead of the field of a variety of sports cars from its third-row position and screamed into the Number 1 turn, causing astonishment among other drivers who perhaps imagined that they were standing still.

Reventlow drove a nice exhibition until his mount's engine stopped toward the finish of the 10-lap event. It was unfortunate that the lone Formula II contender drove only against himself. However, the crowd got a good idea of the tremendous potential of a race of these fast machines, which would be considerably more interesting than the smaller Formula III cars.

On the previous day, Reventlow had driven the course at an average of 73.5 mph, slightly slower than the best RS Porsche with Ken Miles which averaged 75.1 mph.

I suppose that announcers always have their own peculiarities of pronunciation, but it annoyed me greatly to find Maserati come out pronounced with both a's as in "rat," and to have the "well-known Mercedes triangle" mentioned when nearly everyone within hearing distance is familiar with the famed Mercedes three-pointed star emblem. (Obviously, the announcer never clearly understood the concept of the geometric figure.)

'REVOLUTIONARY?'

But, I was pleased to hear the name Porsche pronounced correctly. There used to be a time when the name of these cars was consistently, but ignorantly, shortened to exclude the last letter. Apparently, one can learn!

Not only are ridiculous mistakes, or lack of knowledge entirely limited to race announcers. In a recent issue of the Digest, J. P. McEvoy writes about the secrecy of new car development and lets his readers "in" on a really spectacular secret.

He writes that "Chevrolet is testing a revolutionary pancake motor, with pistons horizontal-

ly instead of vertically, and if they ever get the darn thing working real good it might revolutionize all car designs."

The Digest's writer has perhaps never heard of a certain Ferdinand Porsche who first built a 90hp. air-cooled 4-cylinder aircraft engine at Austro-Daimler in 1912. The strikingly similar powerplant of the VW was developed first in 1932. It is now 25 years and millions of Porsches and Volkswagens later, all having "revolutionary" engines!

Seems to me that Winton built a "double opposed engine" in the early years of this century for his automobiles in this country.

At the coming Frankfurt Auto Show, Mercedes-Benz will show their re-styled 300 sedan for the first time. Built on a longer wheelbase, the engine is a 180-hp, intermittent manifold type, fuel-injection powerplant; an improved transmission is provided. There are many other improvements.

NEW ENGINE

The 180 model has a new engine with overhead camshaft and down-draught carburetor, developing 74hp, and many minor styling changes.

The engines for the 219 and 220S models have been redesigned with new camshafts and increased compression ratios (8.7 to 1), giving these cars better acceleration and improved performance. A new automatic clutch is available for both models.

Only three minor changes have been made in the 190SL and none in the recently introduced 300SL roadster.

Porsche will show their newly styled Hardtop. It has a larger rear window, more compact shift pattern, new door locks, slightly greater ground clearance, dual exhaust pipes running through bumper overriders, etc.

FILMS AVAILABLE

Valvoline's exciting sports car racing films are available once again for group bookings, reports John Malone. Some 6000 persons and 40 clubs have viewed them to date. Malone, who handles the narrations, may be contacted at Angelus 9-8201.

San Diego Races Set

San Diego Region SCCA announces the 6th Running of the Torrey Pines sports car road races Oct. 19-20. Site is the Hourglass Field at Miramar Naval Air Station, a scant few miles from the popular Torrey Pines layout that's been converted into a municipal golf course.

George Cary, Jr., Beverly Hills, has been named Race Coordinator, and announces he'll award nearly 100 trophies. Entry fee is \$15 for members and non-members, with prelims and finals in six events billed. The Saturday prelims are for 10 laps, Sunday finals will range from 20 to 45-lappers on the 1.7-mile course.

Schedule:

Production MGs under 2000cc, prod. MGs over 2000, modified cars semi-main plus Formula II, III and Libre, modifieds under 1500, women's race (all classes) and modifieds over 1500 comprise the speed slate.

PETERSON'S TIME FASTEST AT DRAGS

Jim Peterson, piloting his new Jaguar XK SS, posted fastest time of the day, 105.01mph, at the annual drag competition staged by Los Angeles Region of SCCA at the San Fernando strip last Aug. 25.

Duane Alan was in charge of the program, and Al Torres officiated as starter. Results:

Production
Class B-1. Fred Kopp—Corvette—94.93mph; 2. Alan Gooding—Corvette—94.73; 3. Jean Kopp—Corvette—92.78.
Class C-1. Don Ricardo—300SL—94.93mph; 2. Howard Campbell—Jaguar XK 140—80.35; 3. Allan Fleming—Jaguar Coupe—76.59.
Class D-1. Vic Bell—Austin-Healey—76.92mph; 2. Fred McDonald—Austin-Healey—75.94; 3. L. H. Alcox—Jaguar 2.4—68.38.
Class E-1. Vic DeCarlo—TR-3—76.07mph; 2. Jack Sullivan—Dorette—65.64; 3. Wilma Ehlers—190 SL—64.37.
Class F-1. D. D. Michelmore—Porsche 1600 S Speedster—79.01mph; 2. Duane Alan—Porsche 1600S Speedster—78.32; 3. Betty Shutes—Porsche 1600S Speedster—77.75; 4. Ron Pearson—Volvo—70.47; 5. Joan Hirsh—Volvo—69.44; 6. Reg Wilson—Volvo—68.44; 7. Cliff Hensley—Volvo—66.71.
Class G-1. Walter Garlick—Alfa Romeo Veloce—75.06 mph; 2. A. C. Mackenzie—Porsche 1300—65.17; 3. John Dair—MG TF 1300—64.88; 4. C. V. Dickman—Alfa Romeo—63.73.
Modified
1. Jim Peterson—XK SS—105.01mph; 2. Al Euren—Jag S/C Corvette Eng 104.28; 3. Bill Doherty—Ferrari Coupe—

97.14; 4. Slim Larned—Jaguar—82.56; 5. Chuck Manning—Jaguar Coupe—81.15; 6. Chris Doherty—Stata—75.76.
Fastest time of day, over 1600—Jim Peterson, XK SS, 105.01mph; fastest time of day, under 1600—D. D. Michelmore, 1600S, 79.01; Women's trophy, Jean Kopp, Corvette, 92.78; Sedan trophy, Ron Pearson, Volvo, 70.47.

RALLIES

SEPTEMBER

- 21-22—Chicago SCCA, Michigan Miglia Rallye.
- 21-22—Austin-Healey OC 2nd Anniversary Rallye, Hody's, 6006 Lankershim Blvd.; 12 hrs.; 7:30 a.m.
- 21—ROCA Luau and Rallye for ROCA and Morgan Plus-4 Club.
- 22—Checkmates Ltd., Sept. Morn Rallye, starts Gold Platter Restaurant; 5 a.m. to 3 p.m.
- 22—Glendale FCCA Beginners' Luck Rallye, Griffith Manor Park, Flower and Sonora; 4 hours, 100 miles; 8:30 a.m.
- 28—Santa Monica FCCA Buenas Noches Rallye, Sear's Parking Lot, Santa Monica, 4 hours, 7:30 p.m.
- 28—Paramount SCSCC Rallye.
- 28—AFCC Beach Rallye, Stater Bros. Market, So. Sierra, across from Kaiser Hospital Fontana, 1 p.m.

OCTOBER

- 5-6—Fresno SCC Night Watch Rallye, Fig Garden Village Shopping Center, Corner of Palm and Shaw Aves., Fresno; 10 p.m.
- 5-6—Douglas Santa Monica Desert Championship Rallye.
- 12—Western SCC Nite Rallye, open.
- 13—ASCCH Rallye, Honolulu, Hawaii.

Don't part with your illusions. When they are gone you may still exist, but you have ceased to live.—Mark Twain.

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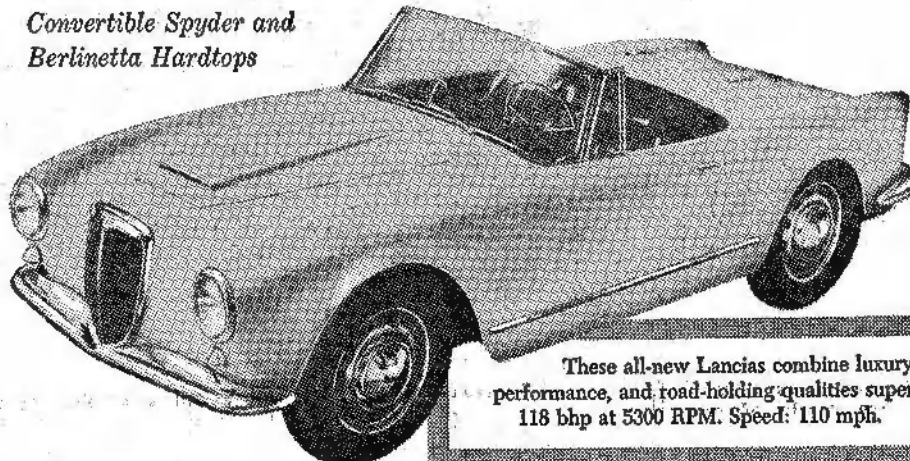
1st, 2nd, 3rd, 4th, and 5th places in 12-hour Race—O. Gendebien of Belgium 1st; Phil Hill of Los Angeles 2nd; both in 250 Gran Turismo Ferraris.

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San Francisco Newsletter

• Dear Gus

By Tom Wilson

CHICK WAS HAPPY
AS GUINEA PIG

DEAR GUS: Of course, the big news up here is the 6th Annual Pacific Coast Championship Hill-Climb, at Mt. Cobb, in Lake County. This deal is the big social event of the sports car season. The worst casualties of this event are the observers at the top of the hill; the Country Club, to be exact.

Sports Cars Unlimited have always been the sponsors and this year they are tying in with the S.F. local of SCCA in order that the drivers may derive National hill-climb points. This has caused some complications, the most important of which will be the necessity of either a driver's license or a novice medical report.

This may be an inconvenience, but it has its virtues. A novice driver who is about to break his maiden (as we say at the horse tracks) may ask to be observed and if he qualifies will be eligible for the Sacramento Races and the three big National races in November. Otherwise the novice drivers are through for the year in this region. After the hill-climb they have had it for this season.

★

THE WALKING WOUNDED

When the S.F. Region and SCCA National came out with their mandates regarding helmets and roll bars, the usual squawk arose from the non-conformists but they made the rules stick and everyone complied or else.

SCCA National put up a squawk about the S.F. local being slightly previous about safety helmets but the local boys made their mandate stick and all hands were the required helmets at Arcata. In one of the most sensational series of snap rolls, inverted slides and ending plastered against a building, wheels outward and radiator down, Chick Leson threw a wing-ding at Arcata that qualifies him as head man of the "Upsie-Daisy" club. It defies description, and all that the photographers caught was a 100mph cloud of dust.

Chick walked away from it with a few bruises but he can never say that it was no skin off his clavicle. It was about an even toss whether the car lost more paint than Chick lost skin. The guy who sold him that Maserati got his pound of flesh but it took a long time to get that hide layer.

His helmet and roll bar took a bad beating but they both held together and he is a living example that the guys who are fighting these mandates couldn't be more wrong. For their own health it might be well for someone to tell them the facts of life. We're sorry that Chick had to be the guinea pig but it surely will stop a lot of talk and vindicates George Snively's position as a safety-minded official in SCCA.

Recently, a first-time novice, who wore the safety equipment as specified by SCCA, was killed at Lime Rock and the cause was due to head injuries. The S.F. boys may have been previous but not too previous to suit Chick Leson.

★

ROLL BARS VS. COAT RACKS

Most of the roll bars around these parts are made of gas pipe and we've seen a few that laid down flat due to inverted flight or a slight nudge. The roll bar on Chick Leson's Maserati (consult photo in Sept. 6 issue of MOTORACING) was built by Gordon Vann. He used chrome-moly tubing. It was one heck of a job

getting it shaped up and welded. Every large airport has a stack of beat-up plane fuselages from which a few lengths of this tubing is available. We expect to see its use mandatory in all roll bars—but not until a few more guys get beat up using those gas-pipe jobs.

★

TYRES VS. RECAPS

The John Barneson Hagemann Special was well up to the front when a rear tire threw a tread and he was pitted for a tire change. It was a new racing tire! He had been using recaps for two years and had no trouble previously.

One of the new projects of the Snell Memorial Foundation will be research into the tire situation and just what constitutes a satisfactory recap. On the West Coast we have satisfactory recaps and never have any such troubles but all this hysteria about recaps seems to emanate from some elements among the down-easters.

With fireproof clothing and recap tires as the next projects, the Snell Memorial Foundation has its work cut and very little money with which to do it.

★

DO-IT-YOURSELF KIT

The S.F. local of SCCA seems to have lost interest in building specials in the sports category. It seems to be cheaper and more fun to compete in the production category and

BRESCIA CLUB REQUESTS MILLE MIGLIA APPROVAL

BRESCIA, Italy, Sept. 14—The Brescia Automobile Club has made formal application to conduct the Mille Miglia again in 1958, officials said here today.

Proposed dates are the first or second Sunday in May. The government permit is required because the event is run on public roads. The 1,000-mile grind saw 13 persons, including Alfonso De Portago, killed this year.

not attempt to buck the factory products.

Sports Cars Unlimited have voted enough loot to award trophies for the specials placing highest in both the over and under 1500CC classes for the remaining races of this season. They hope to stimulate interest in home-built specials.

The first awards were given at the Arcata races with Driver Al Freudenberg's MG TR3 winning the over 1500 award. This car, called the Terarri, has a Devin Fiberglass body and was built by Lee Jones. Al took a third in class in the big race. Tom Meehan won the under-1500 award with a fourth in class behind a flock of RS Porsche Spyders. His Porsche-Cooper is the car that Pete Lovely drove to many wins in 1956. He surely took on the toughest class in the whole lineup. Around L.A. they are running Class H races with as many as 12 specials in the lineup. This seems to be the choicest spot, with no factory competition.

See you at the hill-climb and if you need me, I'll be in the bottom drawer—don't close that deal at any price.

Best regards, tom wilson

Johnsons Take Concours Honors

Elegance in automobiles and in costume was judged at the Road & Track Continental Concours d'Elegance held at the Pen & Quill Restaurant, Manhattan Beach, Sept. 8.

Best-of-show award went to Mr. and Mrs. Dale Johnson with their Ferrari 250 Europa; reserve best-of-show went to Mr. and Mrs. Roy Jackson-Moore's AC Aceca. A special award for costume was made to Miss Barbara Babcock, escorted by George Cary Jr., in a Moretti.

Head judge Strother MacMinn was assisted by Charles Tillitson, Richard Tatge, Al Crundall, John Bond and John Bartman.

Class winners were: Mr. and Mrs. Johnson; Marion and Charlie Weber, Lancia; Mr. and Mrs. Otto Zipper, Mercedes 540K; John Haggerty, Ferrari Mondial; and Mr. and Mrs. Bill Steen, Corvette.

Proceeds benefited the Women's Sports Car Club.

NOT ALMOND ROCA

The Renault Owners Club of America is now publishing its own newsletter titled ROCA side-lights, and took care to note in its Vol. I No. 1 that Renaults have moved into second place behind VW in imported car sales in the U.S. and Europe. ROCA plans its 1st Annual Luau and Rallye, Sept. 21.

The Heroes of Ladysmith.

GORDON'S BODY SHOP

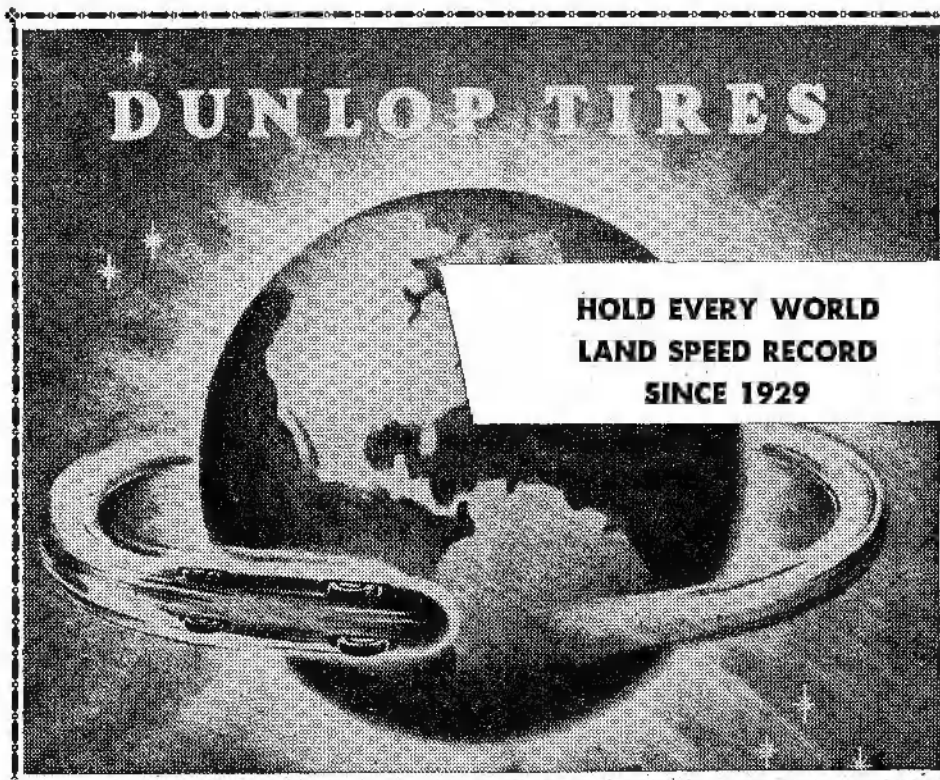
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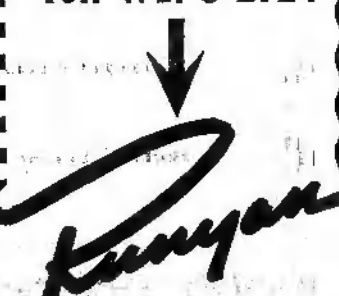
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THE RALLYE RUN-AROUND

Wanna Win? Here Are Pointers

EDITOR'S NOTE—The following hilarious piece is reprinted from a recent issue of the late and lamented *Wheel*, published by the San Francisco Region of the Sports Car of America.

By M. F. AUKLAND

A GAME PLAYED with automobiles, known as The Sports Car Rallye, is getting to be a pretty popular pastime for a lot of people these days, and what with increased competition and increasing prizes, I have decided to write this essay on some of the methods used to bring home silver.

In the beginning, when rallyes were first brought over from Europe, they were introduced into the various sports car clubs rather timidly. They were mild Sunday-afternoon events, designed to entertain the wives and children of race drivers who were out crazily crashing around airfield courses. In principle the rallye was child's play; the object was to get in your car and go from point A to point B without getting lost and at certain speeds. At various points along the line somebody would jump out of the bushes, stop your car and write down the time. This way they knew if you were on schedule.



WIVES AND KIDS GO TO AIRFIELDS

But things are different now. Now the wives and children go off to the airfields and hubby enters the rallyes. Prizes have gotten bigger, competition has gotten hot, and incidents such as pushing competitors off snow-covered mountain passes are numerous.

I have, therefore, written this guide to the novice who would enter sports car rallyes.

THEY BETTER NOT GET IN YOUR WAY

The competition in rallyes often begins before the cars actually get under way. Psychological warfare takes many forms at the pre-rallye meeting, but the general idea is to convince everybody that you are going to win and that nobody better get in your way.

I have welded knife-edge bumpers of half-inch steel front and rear. A roll bar gives a good effect because the other contestants figure if you're not afraid to flip, you won't be afraid to flip them. I have an old MG fender hanging in my garage, and if I know the competition is going to be unusually tough I hook it over my protruding rear bumper and drag it to the meeting, as if I'd just ripped it off a passing car.

Your behavior at the pre-rallye meeting is equally as important as an imposing automobile. It would hardly do to behave in a confident and swaggering manner as this usually arouses a sense of irritation in your competitors and makes them determined to beat you. Instead, get out of your car, take off your crash helmet, and go off by yourself and sneer at everybody.

The experienced rallyist will notice here that I believe in a show of force rather than a show of intelligence.

YOU CAN'T BEAT UP THE OPPOSITION

Once the rallye is under way much can be done to improve your position. However, the novice must realize that certain devices have been outlawed as not complying with good sportsmanship.

A good method to slow down your competitors is to phone in a complaint to the police. Say that you're Mr. Jones and there are a bunch of little cars tearing up your neighborhood and would they please stop the racket. I know one fellow who had 26 members of the Connecticut Sports Car Club locked up for six hours. He was going to keep them there all night, just as a joke, but the rallye committee sprung them.

One of the most successful of diversionary tactics is posing as a checkpoint. To do this you have to arrive early and be first in line. Then you go down the road and drop your navigator off with a checkpoint sign. He stops the cars, checks their time, then

CALL THE POLICE

tells them to skip the next 10 directions on their tally sheet.

And of course, after the run is completed and the score is being tallied, there is your final weapon, the protest. It is the accepted thing in all big rallyes to protest everybody in the first 10 places. A few are bound to be eliminated. Get your protests in first, because if the fellow you've protested protests you, the officials will think he's just bitter.



YOU CAN ALWAYS STEAL HIS TROPHIES

Anyway, if somebody else does win, you can always break into his house some dark night and steal his trophies.

Riverside Int'l Raceway Facts, Figures, Schedules

DATES—Saturday, Sunday, Sept. 21-22.

LOCATION—Near junction of U.S. Highways 60 and 395, about 4 miles east & north of Riverside, Calif. Paved access roads lead into site from both highways.

COURSE—3.3-miles, 14 turns, all paved with bituminous asphalt over decomposed granite. Straightaway, 5650 ft. Pit area, 1800 ft.

ESCAPE ROADS—None; ample maneuvering room in "no man's land" surrounding each turn. Iron guard rail provides special protection at hairpin turn end of straightaway.

VALUATION OF COURSE—Approximately \$800,000.

PARKING—Ample free parking both days.

TICKETS—\$2 Saturday, \$2.50 Sunday. Bleachers, approx. 3000 seats, \$1 extra. Servicemen with I.D. cards, \$1. Children 50c.

SPECTATOR FACILITIES—Pedestrian underpass from administration bldg. under pit area to center of oval. Overpass for autos and spectators across straightaway.

GENERAL MANAGER—E. Forbes-Robinson.

APPROX. DISTANCE—From Los Angeles, 60 miles; San Bernardino, 14; Pomona, 19; Ontario, 14; San Diego, 92.

STARTING TIME—Approx. 12 noon both days.

SATURDAY'S RACES

1. Prod. under 1300cc.
2. Prod. 1300-1600.
3. Prod. 1600-2700.
4. Prod. over 2700.
5. Mod. under 1 liter.
6. Mod. 1 lit.—1500.
7. Mod. over 1500.

(All 6 laps)

SUNDAY'S RACES

1. Prod. MGs only, 30 min.
2. Women's race, 20 min.
3. Prod. und. 2 liters, 30 min.
4. Riverside Trophy Race, 1 hr.
5. Prod. over 2 liter, 30 min.
6. L.A. Cup Race, 1 hr.
7. Consol. mod. & Formula II, 30 min.

CLEYE BUYS AK MILLER CAR

(Continued from Page 1)

Bache" scored a resounding overall victory.

A large segment of Southern California's Spanish-speaking population is expected to turn out solely to watch Mariscal.

The Mexican speed ace is expected to arrive in Los Angeles two days before the Riverside opener.

Another prominent Mexican driver who may make the trip here is Javier Velasquez. He is presently in Acapulco and is due to announce whether he can accept an invitation to race within the next few days.

Meanwhile, it was learned at presstime that Cleye himself had bought Akton Miller's Chrysler-powered "Caballo de Hierro" which raced in the last Mille Miglia and would race it at the new course.

HIT 177MPH

Only recently, at Bonneville, the 400hp, 392 cu. in. machine with Hillborn fuel injection hit 177mph. The long Riverside straight should permit the car to get up plenty of steam.

It will be recalled broken brake drums forced the famous car out of the Mille Miglia in Italy.

Joe Lubin's four-car entry is the largest stable entered—two Aston Martins (Bob Oker & Bob Drake), and Mary Davis in the women's race.

Another is the 1500cc Cooper-Drake—and one brand-new Formula II Cooper costing \$10,000. The driver is to be announced.

The new Cooper is similar to Lance Reventlow's except the engine is fitted with double overhead cams instead of single OHC.

3 EDGAR CARS

Next largest is John Edgar's three-car scuderia. Carroll Shelby will wheel a new 4.5 Maser V8, a 400hp job whose top speed is said to be 200mph. Richie Ginther goes in 4.9 Ferrari. Edgar's 3-liter Maser is still open.

Jack Bates has a pair—Mercedes 300SL and Monza Ferrari.

George Beavis, one-time head of Triple-R pro road racing group, is now eligible, having sat out a

year's suspension. He goes in his revamped Offy Formula II.

Dick Troutman and Tom Barnes have installed a newer and larger Ford mill in their white T-B Special, piloted as usual by amiable Chuck Daigh.



RUDY CLEYE has his dream come true with the opening of the Riverside International Raceway this Saturday and Sunday. He has been the guiding light behind this massive undertaking—a 3.3-mile road course ranked as one of the best in the U.S.

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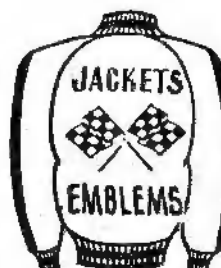
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Champ Again

(Continued from Page 1)

Gregory, and New York-Parisian Harry Schell was fifth, both completing 84 laps in Maseratis.

The 47-year-old Fangio was officially credited with his fifth World's Championship, his point total hitting 41 today. Moss' tally of 25 earned him the runner-up post.



The Rallye Scene

By Gail Ann Holden

1956 SCCS CHAMPION NAVIGATOR

'ROGUES RALLERY' TO BE FREE OF GIMMICKS

THE HUGHES Employee Association Sports Car Club extends to each and every rallye enthusiast who enjoys a straightforward navigational event an invitation to participate in the first Rogues Rallye. Sanctioned by the Southern California Council of Sports Car Clubs, this rallye appears on the calendar as an open event, to be held on Sunday, Nov. 24.

Co-rallyemasters Chuck and Barbie Meredith are emphasizing in this rallye the importance of checkpoint locations. These check stations will be positioned in such a manner that every contestant will have an even chance for a perfect score regardless of traffic conditions or terrain.

Pieper Course Marshal

Dick Pieper, who recently won the Big Bear Rallye with a very low error of 17 seconds, will act as course marshal. Dick is concentrating on accuracy.

Rogues Rallye will start at

8:30 a.m. from the parking lot behind the Clock Restaurant at the intersection of La Tijera and Centinela Blvds. The course will cover approximately 150 miles of good scenic roads and will require about 6½ hours (including stops) to complete. The finish will be located approximately one hour's driving distance from the start.

Entries Regulate Awards

Awards will be presented in accordance with the number of entrants; one driver trophy and one navigator trophy will be awarded for each 10 participants. (i.e., 100 cars will allow awards through 10th position; 150 will allow awards through 15th place.) There will be dash plaques for all participating cars, plus other special awards.

For further information about this rallye, please call Dick Pieper at ORchard 4-4169 (evenings) or TEXas 0-7111, Ext. 4303 (during the day).

Novack's 300SL Wins Concours

Don and Trudi Novack's impeccable white Mercedes 300SL was judged "Best of Show" in the concours d'elegance held in conjunction with the International Motor Sports Show at Gardena Stadium, Sept. 15.

Judges for the event were Vilem Haan, Bob Rollofson, Don Ricardo and Lou Yates.

The concours was under the direction of Courtney Van Ornum and Robert Fink.

Class winners were:
Leonard McDonald, Crosley Spl.
Angela and Bill Steen, Corvette
Marion and Charlie Weber, Lancia
M. L. "Bud" Cohn, Mercedes 540K
J. Neal East, Ford Model "A" coupe
*These cars are still on exhibition at the show which runs through Sept. 22.

HUCKSTERS USE SPORTS CAR AGES

Ads featuring two top sports car drivers have been noted in national campaigns recently. Jantzen highlighted Phil Hill in a sweater-shirt layout seen in Sports Illustrated. The firm noted he is a Charter Member of its International Sports Club. Its ad theme was "Sportswear for Sportsmen."

Paul O'Shea, the M-B flash, got the full treatment from Camel cigarettes. He did not, however, credit the nicotine bonbons with adding any more torque to his M-Bs. Ad was seen in L.A. Times.

Print all or nothing of it!

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TRIPLE R NAMES BOARD NOMINEES

Nominations for the board of directors of Road Racing Register, pro speed group, were made last week. Nine will be chosen at the annual election Oct. 8. Nominations were made from the floor. Officers will be chosen by the board.

Nominees are as follows:

For 1 year — Bud Goodwin, Ned Yarter, Dr. Richard McClure, Floyd Burt, Lloyd Porter; 2 years — Bill St. James, Rick Kislinsky; 1 year — Don D. Scott, Arnold Krause, Micky Schwartz, Bart Haskell, Pat Mulcahey, and Dale Johnson.

Further plans were made for RRR's race program at Willow Springs Sept. 29. Attendance tallied 111, mostly members.

Driver Dies

(Continued from Page 1)

California Sports Car Club and Automotive Press Association. The Matthews inaugurated the Sports Car Information Center a year ago last June and developed it into a much-needed clearing-house for data on international and local activities.

The Matthews had been married for 10 years. They had no children, but were raising two — Tom, 14, and Virginia 11 — by a previous marriage of Mrs. Matthews.

Matthews said funeral plans were private and asked that donations be made to the Multiple Sclerosis Fund in lieu of floral tributes.

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Motor Show Continues

(Continued from Page 1)

of custom pickup trucks. Strippers seem to have come into their own in a big way on all types of equipment. The show con-

tinues through Sunday night, Sept. 22. Hours are from 11 a.m. to 11 p.m. Saturday and Sunday, 6 p.m. to 11 p.m. daily. MOTORACING is on sale at the booth near the main gate.



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DEFEAT 181 RIVALS—Charlie Schuman, left, and Navigator Dick Pieper, center, receive trophy awards for winning Big Bear Rallye III from Rallymaster Bob Greenland of the sponsoring FCCA San Fernando Chapter. Duo scored in Austin-Healey, representing Hughes Employees Recreation Sports Car Club.

Pieper-Schuman Rallye Victors

Only by the very scantiest of margins were Driver Dick Pieper and Navigator Charles Schuman awarded the winning trophies for the San Fernando Valley FCCA's Big Bear Rallye III staged Sunday, Sept. 8.

Rallymaster Bob Greenland announced that the first- and second-place finishers each were credited with 17-second errors. However, Driver Frank Fleming and Navigator Nick Marechal lost the loot since they committed a larger error on one leg.

Third went to Tom Higgins and Larry Ford in a Sunbeam Rapier, who zeroed three legs but got a total of 22 seconds. The 200-mile course that confronted the 182 entries ran through San Francisco Canyon, Quartz Hill, Gorman, Frazier Park, Ventura County and through Highway 118 to the Valley.

A sudden thunderstorm in Frazier Park made things messy for late starters, while a road-blocking freight train also generated palpitations for many entries.

TROPHY WINNERS

Driver	Navigator	Club	Error	Car
1. Dick Pieper	Charles Schuman	Hughes	:17	Austin-Healey
2. Frank Fleming	Nick Marechal	Douglas SM	:17	Porsche
3. Tom Higgins	Larry Ford	FCCA SM	:22	Rapier
4. Doug Bailey	Margaret Wackerle	LBMG	:29	MG-A
5. Walt Glassett	Don Morrow	Lockheed	:44	Austin-Healey
6. Howard Frank	Jane Frank	Lockheed	:36	Porsche
7. Bill Hanna	Dick Flude	Northrop	:43	Austin-Healey
8. Wanda Taylor	Charlie Kenyon	San Diego	:45	Porsche
9. Chuck Diffenbach	Irene Diffenbach	FCCA Glendale	:45	Corvette
10. Flo Stevens*	Gail Holden*	Hughes	:46	Austin-Healey

* Best all-girl team.

UNOFFICIAL SCCSC RALLYE CHAMPIONSHIP POINTS

Driver	Pts.	Car	Navigator	Pts.	Club
1. Bill Hanna	113	Austin-Healey	Dick Flude	113	Northrop
1. Frank Fleming	113	Porsche	Nick Marechal	113	Douglas SM
2. Walt Glassett	111	Porsche	Don Morrow	111	Lockheed
3. Dick Pieper	102	Austin-Healey	C. Schuman	102	Hughes
4. Tom Higgins	87	Rapier	Larry Ford	87	Douglas SM
5. Frank McDonald	76	Jaguar	Dick Kermode	80	FCCA Compton
6. Ken Sharp	68	Porsche	L. McDonald	76	NASCAD
7. Tom Cummings	68	Austin-Healey	George Taylor	68	San Diego
8. Barbara Meredith	62	Austin-Healey	E. Cummings	66	Douglas LB
9. Harold Guess	57	MG-TD	C. Meredith	62	Hughes
10. Doug Bailey	56	MG-A	J. Kirkpatrick	57	Northrop

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You Gotta Hand It to 500 Club

The 500 cc Club of America deserves a cheer for being on the ball. From its latest Bulletin:

UNPAID ADVERTISING
The latest issue of MOTO-RACING contains a small ballot for the purpose of determining reader's preferences among the various features. One of the choices is Formula III racing. MARK Mike Sackoole's column on THIS and send it in to them (you can mark some others if you happen to like them). This will let them know that we are all alive and still interested.

CALENDAR

- SEPTEMBER**
- 20-21—Glen Region SCCA, 10th Annual Grand Prix sports car races, Watkins Glen, N. Y.
 - 21-22—CSCC sports car races, Riverside, Calif.
 - 22—AFFCC hill-climb, Honolulu, Hawaii.
 - 28-29—San Francisco SCCA Cobb Mt. hill-climb.
 - 28-29—Practice weekend at Paramount Ranch, Calif.
 - 29—RRR pro races, Willow Springs, Calif.
 - 29—LBDSCC gymkhana, Conant St. parking lot next to Lakewood Blvd., Long Beach; 10:30 a.m.
 - 29—Los Angeles SCCA Concours d'Elegance for the Florence Crittendon Home, Huntington-Sheraton, Pasadena; 11 a.m. to 4:30 p.m.
 - 31-1—Red River Region SCCA sports car races, Mansfield, La.
- OCTOBER**
- 5-6—San Francisco SCCA road races, Sacramento, Calif.
 - 5-6—San Diego SCCA Julian Apple Days hill-climb, concours and gymkhana.
 - 13—Pomona Valley SCC time trials, L. A. County Fairgrounds, Pomona.
 - 26-27—CSCC sports car races, Pomona.

Sports Car Design Earns Youth Award

DETROIT, Sept. 15—A student of the Los Angeles Art Center, Arthur Russell, 19, was announced as winner of the 1957 Fisher Body Craftsman's Guild Model Car competition.

The Venice High graduate designed and built a black sports car convertible. His prize is a \$5000 university scholarship.

FISHTAILS, CORRECTS, WINS

(Continued from Page 1)

gaging in his 1st race in his Ferrari Testa Rossa with the 2.5-liter engine.

Ricardo got off to a booming start, but 50 ft. down the course the car fishtailed when it hit some gravel. The phenomenal boy righted the machine like an expert, flew into the right-angle turn 1 in front and was never headed.

CORVETTE SPINS AND BLOCKS SCOTT

Scott had tough luck the first time around. Pedro Rodriguez, Jr., Ricardo's 17-year-old brother, spun in his fuel-injection Corvette, blocking Scott, who lost some 5 places as he was battling it out with the D-Jag behind the lad.

Rodriguez, who had the fastest lap of 1:40 on the 20th, boosted his lead over Mariscal to 16 secs. by the 3rd lap. His margin decreased to 12 secs. by the 4th and, Scott moving up fast, was now 4th, 25 secs. behind the flying youth. Schroeder was in 3rd place. On the 8th lap, Scott passed Schroeder to move into 3rd behind Rodriguez and Mariscal, and he held his position until the 19th, when Mariscal, faltering with his brakes shot, spun out.

Original plans called for the main event to be run in 2 classes—A and B, over- and under-1500c—but because of the small field, officials announced the 2 Porsches as big-bore entries competing on an overall basis with the bigger class A machinery.

On the basis of yesterday's qualifying trials, Ricardo earned the pole with a lap time of 1:45 as compared to 1:45.3 for Scott, and 1:45.4 for Mariscal.

BLEW TIRE ON NINTH LAP

The older Rodriguez boy finished 6th in the main event. The Corvette was anything but adaptable to the circuit. In the 2nd of the 4 races—for class A (over 2900cc), B (1500-2900) and C (under-1500) production sports cars, Pedro, leading by more than a lap, withdrew after blowing a right rear tire on the 9th whirl.

Overall and B winner was Jose Antonio Segura, home-town driver, Porsche 1600. Class victors: A. Luis Menendez, Thunderbird. (2nd overall), and C. Arnaldo Oriani, Alfa Romeo Giulietta. (3rd overall). It was a 20-lapper and Segura averaged 85.532kph.

The 3rd race, 30 laps, for a category reserved for Mexican-built machines, was taken by Adolfo (El Gordo) Velasquez, in a Studebaker-powered hybrid. He averaged 86.449kph.

The 20-lap opener for modified sedans up to 1300cc, was captured by a VW driven by Eduardo Cuevas, who averaged 79.464kph and nipped by 4 secs a colorfully-painted Fiat 1100 piloted by Segura.

Most of the winners were from the powerful club RODA of Mexico City, although the races were staged by the Radiovolante Club, of which Jorge Labardini is director.

And these men and boys didn't just race for cups—they received both trophies and cash. Little Ricardo collected 5000 pesos (or \$650). Over here they wouldn't think of just going for the hardware.

"That's utterly ridiculous," they opined.

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Premieres Mark Onward, Upward Sport Car Trend

The Berkeley sports car was unveiled at a press and dealer premiere Thursday, Sept. 19, at the Los Angeles Breakfast Club. The firm's headquarters are located at 5766 Hollywood Blvd.

Another recent premiere was staged by Jim Parkinson for Store Number Four, the "West's Largest Renault Agency," at 633 S. San Fernando Blvd., Burbank.

HALIBRAND HONORED FOR SAFETY WORK

Ted Halibrand, noted Culver City manufacturer of magnesium racing wheels and other equipment, has received a 6 ft. 3 in. 200-pound trophy for his contributions to safety.

The award was presented by the Continental Casualty Company at Indianapolis. Halibrand, a former midjet car owner, pioneered the use of magnesium for speed equipment, particularly in wheels, brakes, steering gear and other parts.

Plymouth Wagon in Florida Rallye Win

TAMPA, Fla., Sept. 8—A 1951 Plymouth station wagon, of all things, won the 2nd annual Florida Region SCCA "Great Florida Triangle Rallye," RE Claude Haycraft announced here today.

Drivers were Jack Ryan and Dick Turner, Miami, who covered the 18-hour grind with an overall score of 572 points, representing that number of seconds off throughout 12 checkpoints. Second went to Al Dupree, 704 points, MGA, while Crawford Greene, 843 points, was third in a Morris.

The event lured 130 entries, of whom 115 finished.

Other finishers: 4. Harry Siler, 968, 2.4 Jaguar; 5. John Hoffman, 1166, Morris; 6. Lee Lilley, 1163, Borgward; 7. Ray Sammis, 1222, Porsche 1600; 8. Sheldon Dobkin, 1249, MGA; 9. Gerald Jankowitz, 1290, Porsche; 10. George Lacy, 1312, MGA.

OLD AGE SECRET

Elephants like pedicures and an occasional snort of gin, says Dr. William M. Mann, former director of the Nat'l Zoological Park, Washington, D. C.

FORMULA III RACING

By MIKE SIAKOOLIS

Many local 500cc enthusiasts are talking about the front engine, front wheel drive type machine. Personally, I just can't see it. If front wheel drive were



MIKE SIAKOOLIS

really the boon their advocates claim, there would be far more on the scene. Some few have tried it, only to convert back after discouraging results. The D. B. is one of these. Ken Miles built the Emerson under license in England, but at no time did it present any real threat to the rear drive cars. We may not all agree on this much-discussed topic, but it is certain that anyone who has seen Dave Thormin's new Spl. must admit it is one of the finest pieces of construction ever seen. Its lightness, unique design and meticulous workman-

ship spell out the last word in perfection.

This will be the first year that front end magnafluxing will be rigidly enforced. The necessity for this should be obvious to all. So far it has revealed at least 10 cracked spindles, two vertical members, and four spindle arms. The small expense involved in taking this precautionary measure is well repaid in the longer preservation of equipment and the lessening of risk to human life.

After trying several different types of clutch linings for the Burman gear box I have finally found one that seems to hold up far better than any other. It can be purchased from Bob Mullaney's Cycle Shop in Santa Barbara.

Red Le Grand will soon be out with his Echo Renault. This machine has made use of many of Renault parts as was possible. The engine is in front of the rear axle (instead of behind as in standard machines)—thus the differential had to be extensively modified by removing a considerable amount of metal from the ring gear in order to clear from the shaft. Red, being a 4-cylinder enthusiast from many years of hot rodding, is also building a Model T with B overhead for the streets.

All H class car owners are requested to send their names and addresses

I SAY, STIRLING, SAVE A BIT OF ROOM FOR US!

NASSAU, Bahamas, Sept. 16—Defending titlist for the Nassau Trophy Race featuring Speed Week here Dec. 1-9 is Stirling Moss who, in a sense, will be on "home grounds."

The hard-driving Britisher is building a comfortable home here and plans to reside therein about four months of the year when commitments permit.

The two bedroom home also includes a dining room, game room, kitchen, living room, deck, balcony and garage.

Saving is a way of spending money without getting any fun out of it.—Harry Oliver.

along with a description of their cars to the 500cc Club. This will put them on the Club Bulletin mailing list, from which they can gain valuable information from the technical articles as well as a list of available parts that will work on the light-weight machines.

The mailing address for the 500cc Club is 2708 W. Magnolia Blvd., Burbank, Calif. The meetings are held the first Monday of every month at the North Hollywood Park Play-ground, in the park clubhouse, west of the baseball diamond.

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DON'T WORRY about getting older, warns Mary Marion Weber when you stop getting older you're dead!

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DOWN IN MIAMI a college gal who spent the night on a Jag jag when she should have been cramming, turned in a hasty composition which said: "... and so Diana fell prostitute on the floor." Wrote the prof, at least according to Jack McAfee: "You must learn the difference, Miss, between a fallen woman and a woman who has fallen."

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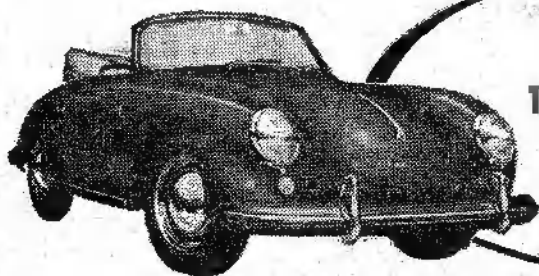


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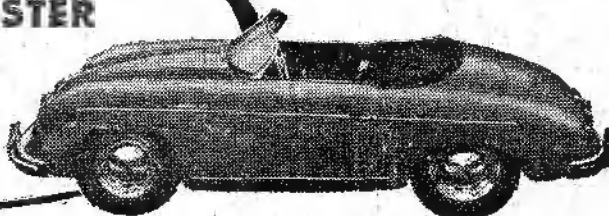
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